

COUNCIL

Agenda # _____

MEETING OF December 9, 2003



STAFF REPORT

A Resolution Supporting C/CAG Efforts to Encourage the Metropolitan Transportation Commission to Enhance Regional Funding for Maintenance of Local Streets and Roads

December 9, 2003

Honorable Mayor and City Council:

Summary

Staff recommends that the City Council adopt the attached resolution supporting C/CAG in their efforts to encourage the enhancement of regional transportation funds to maintain and rehabilitate local streets and roads including streets not currently on the Metropolitan Transportation System.

Background and Discussion

The Metropolitan Transportation Commission (MTC) will be discussing the allocation of regional transportation funds including funds to be assigned to system maintenance and rehabilitation. There is a regional effort by local agencies to insure a balanced apportionment of these funds so that local streets and roads maintenance receives a fair share of whatever regional funding may be available for this purpose in the future. If the current apportionment as approved by MTC in 2001 remains unchanged, the funds allocated for maintenance of local streets and roads will remain at less than 5% of the available regional funding.

A recent evaluation by MTC of relative streets and roads maintenance funding needs found that Cities and Counties have insufficient projected revenues to address the projected need. The total needs for the entire MTC area over the next 25 years is greater than \$16.8 billion. The projected revenue over the next 25 years is estimated to be \$9.2 billion. The revenue shortfall for the entire MTC area over the next 25 years is \$7.6 billion.

Local Streets and Road Maintenance Needs:

- People almost exclusively rely on motor vehicles for mobility. Travel in private vehicles accounts for 91 percent of all person miles of travel*.
- The average road expends 75% of its serviceable life by the time it reaches a Pavement Condition Index (PCI) of 60. The MTC region's average PCI score is currently 65 (See attached list of PCI's by the City and County).
- Bay Area is the second most congested transportation system in the nation – second only to Los Angeles*.
- It costs less to keep roads in good condition through preventative maintenance than to allow the roadways to decline in condition – You will spend five times more to repair a road in poor condition than you will have spent maintaining the same roadway in good condition.
- Bay Area drivers pay approximately \$300 per year in extra vehicle operating costs due to poorly maintained roadways*.
- Roadway conditions are a factor in an estimated 30% of traffic fatalities*.
- Local roads are the single biggest public investment—in the area of \$19 billion dollars. A standard used internationally is that governments should invest at least 2.5% (\$475 million) of the total asset value in maintenance each year, in order to preserve it.

Local Streets and Roads Revenues:

- The single dedicated source of revenue that Cities and Counties have for Road Maintenance purposes is gas tax. Since 1957, the gas tax rate has lost ground to inflation by 14.5 cents per gallon. Compounding the problem is that cars drive twice as far per gallon as they used to, resulting in greater wear and tear with even less revenue when measured on the basis of per mile of driving**.
- Because of legislative constraints Cities and Counties have limited ability to raise General Fund revenue to supplement gas tax. The available General Fund dollars must be spread over various needs, including police, fire, libraries parks, etc. The bottom line is that in all these areas, including streets and roads, the General Fund revenue is being far outstripped by the needs.
- At the Federal and State funding level Local Streets and Roads need to compete with other transportation modes for scarce dollars. In order to receive a fair share of the funding, Local Streets and Roads needs must be strongly advocated at regional forums, like MTC. Lacking this advocacy, the current MTC allocation of less than 10% of available maintenance and rehabilitation to local streets will be the result.

*Source: The Road Information Program. www.trip.net

**Source: ACCESS – Transportation Research at the University of California Spring 2003
I:\PWD Policies\Local Streets and Roads Funding.doc

Fiscal Impact

This will not have an immediate fiscal impact on the City's Budget. However, there may be significant impacts in future years if the MTC does not reapportion funds to local streets and roads.

Recommendation

Staff recommends that the City Council adopt the attached resolution supporting C/CAG efforts for enhanced regional funding for maintenance of local streets and roads.

Alternatives

1. Deny the request.
2. Refer back to staff for additional information.

Attachments

1. Resolution
2. Regional Local Street & Road Shortfall Estimates – DRAFT

Respectfully Submitted

Raymond E. Davis, III, PE, PTOE
Public Works Director

Jere A. Kersnar
City Manager

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT
SUPPORTING ENHANCED REGIONAL FUNDING FOR MAINTENANCE OF
LOCAL STREETS AND ROADS**

WHEREAS, the Nine-County Bay Area economy relies heavily on the availability of a well-maintained regional transportation system; and,

WHEREAS, well-maintained local streets and roads are important to the region's economic health and to the quality of life for the residents, and,

WHEREAS, well-maintained arterial and collector streets are vital to all modes of transportation including the private automobile, goods movements, emergency vehicles, transit, bicycles and pedestrians within the region; and,

WHEREAS, funding for regional transportation system maintenance and rehabilitation is limited; and,

WHEREAS, preserving and protecting the public's investment in the existing local streets and roads must remain a priority for transportation investment; and,

WHEREAS, regular and timely street maintenance reduces long-term rehabilitation costs and minimizes the need to reconstruct streets; and,

WHEREAS, when local streets and roads are not well-maintained, the cost of repair can increase dramatically; and,

WHEREAS, the value of the existing local streets and roads far exceeds local governments' capacity to replace them within any reasonable time frame.

NOW, THEREFORE, BE IT RESOLVED, that:

1. The City Council supports the allocation of an enhanced level of regional transportation funds to maintain and rehabilitate local streets and roads including streets not currently on the Metropolitan Transportation System (MTS).
2. Maintaining local streets and roads should be a high priority for the allocation of regional maintenance funds.
3. Regional funding priorities for local streets and roads should be based on the local jurisdictions' determination of maintenance and rehabilitation needs supported by a systematic pavement condition evaluation program.

4. The City Council supports a balanced and equitable approach to funding local streets and roads maintenance needs.

* * * * *

I hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of Belmont at a regular meeting thereof held on December 9, 2003, by the following vote:

AYES, COUNCILMEMBERS: _____

NOES, COUNCILMEMBERS: _____

ABSTAIN, COUNCILMEMBERS: _____

ABSENT, COUNCILMEMBERS: _____

CLERK of the City of Belmont

APPROVED:

MAYOR of the City of Belmont